

Adran yr Economi a'r Seilwaith
Department for Economy and Infrastructure



Objection Ref OBJ0335
File Ref WG/REB/OBJ0335 - Chinnick

Llywodraeth Cymru
Welsh Government

Response to Objector's Evidence: Tom Chinnick

1. GROUNDS FOR OBJECTION

1.1. Details

1.1.1. Tom Chinnick has submitted a Statement of Evidence in relation to the draft statutory Orders associated with the Welsh Government's proposals for the M4 Corridor around Newport, which has been received via the Programme Officer.

1.1.2. The Welsh Government understands the evidence submitted within Tom Chinnick's Statement to be based on the following:

1. Concerned that by allowing climate change to continue unabated with no action is going to impact on the future;
2. Concerned as to how mass migration brought by climate change refugees will polarise people in the foreseeable;
3. Concerned as to why is the motorway being built through one of Wales' most important SSSI sites;
4. Concerned that the alternative routes for the M4 relief road will also contribute to CO2 emissions for the sake of gaining 9 minutes from a single journey;
5. Concerned about a potential loss of this important open space where wildlife is so abundant and thriving (Gwent Levels SSSIs);
6. Concerned that the ecosystem that supports this complex array of reens and ditches which offer the local human inhabitants an important means of dealing with potential excess water, which will in years to come no doubt result in flooding;
7. Concerned that the lack of current mitigation for this project is also as good as non-existent;
8. Concerned that the new road is not the answer to the current congestion problems on the M4;
9. Stated that we must start to reduce our carbon emission, this has been pledged by the Wales and Westminster Governments;
10. Suggested as an alternative a metro service.

2. REBUTTAL

2.1. Points Raised

2.1.1. Some of the above points have already been addressed in proofs of evidence. Others are dealt with by topic by the relevant witness in the following sections, in addition to their general proofs of evidence, to which readers should also make reference in their entirety for a full understanding of the Welsh Government's case. For ease of reference the places where the above points are addressed in this Rebuttal are listed in the table below:

Objector's point reference	Rebuttal paragraph reference	Objector's point reference	Rebuttal paragraph reference
1	2.1.2	6	2.1.2
2	2.2.1	7	2.1.2
3	2.1.2	8	2.1.2
4	2.1.2	9	2.1.2
5	2.3.1	10	2.1.2

2.1.2. The Objector's points that have already been covered in proofs of evidence are as follows:

1. **Point 1** (Concerned that by allowing climate change to continue unabated with no action is going to impact on the future) / Proof of Evidence of John Davies, WG1.23.1, paragraphs 49-55 deal with greenhouse gases and climate change. Tim Chapman's proof, 1.13.1, sets out a detailed analysis of the carbon implications of the Scheme. The Welsh Government will be setting emission reduction targets as required by the Environment (Wales) Act 2016. The Scheme would not hinder achievement of those targets as it would be carbon neutral.
2. **Point 3** (Concerned as to why is the motorway being built through one of Wales' most important SSSI sites) / Proof of Evidence of Peter Ireland: The choice of the preferred route is summarised in chapter 4 of the March 2016 Environmental Statement (Document 2.3.2) and set out succinctly in the evidence of Matthew Jones, WG1.1.1, paragraph 14.16 which states "that the route requiring land within the Gwent Levels is the only reasonable one that would meet the objectives and relieve the problems on the M4 around Newport".

3. **Point 4** (Concerned that the alternative routes for the M4 relief road will also contribute to CO2 emissions for the sake of gaining 9 minutes from a single journey) / Proof of Evidence of Matthew Jones, WG1.1.1, section 23.
4. **Point 6** (Concerned that the ecosystem that supports this complex array of reens and ditches which offer the local human inhabitants an important means of dealing with potential excess water, which will in years to come no doubt result in flooding) / Proof of Evidence of Michael Vaughan, WG 1.17.1, paragraphs 5.79 to 5.85.
5. **Point 7** (Concerned that the lack of current mitigation for this project is also as good as non-existent) / The embedded and additional mitigation for the Scheme was set out in the March 2016 Environmental Statement (Document 2.3.2). Since then that mitigation has been further developed and refined as reported in the ES Supplements of September and December 2016 (Documents 2.4.4 and 2.4.14). Further information can be found in the evidence of Keith Jones (WG1.18.1).
6. **Point 8** (Concerned that the new road is the answer to the current congestion problems on the M4) / Proof of Evidence of Matthew Jones, WG1.1.1, paragraph 24.17.
7. **Point 9** (Stated that we must start to reduce our carbon emission, this has been pledged by the Wales and Westminster Governments) / Proof of Evidence of Matthew Jones, WG1.1.1, section 15.
8. **Point 10** (Suggested as an alternative a metro service) / Proof of Evidence of Matthew Jones, WG1.1.1, section 9.

2.1.3. The other points are responded to by specialist topic in turn in the sections following.

2.2. John Davies (Sustainable Development)

2.2.1. Response to **Point 2** (Concerned as to how mass migration brought by climate change refugees will polarise people in the foreseeable):

1. Matters related to migration are not under the control of the Welsh Government. This matter is outside of the scope of the M4 Corridor around Newport Inquiry. However, population projections are taken into account as

part of transport modelling for the Scheme, as is described in the evidence of Bryan Whittaker (WG1.2.1).

2.2.2. I confirm that the statement of truth and professional obligations to the inquiry from my main proof still applies.

2.3. Keith Jones (Ecology and Nature Conservation)

2.3.1. Response to **Point 5** (Concerned about a potential loss of this important open space where wildlife is so abundant and thriving (Gwent Levels SSSIs):

1. The effect of building and operating the new section of motorway on the environment is set out in the Environmental Statement (Document 2.3.2) and its Supplements (Documents 2.4.4 and 2.4.14). The Environmental Statement acknowledges the importance of the Gwent Levels and clearly identifies the magnitude and significance of effects on a wide range of environmental features and assets.

2.3.2. I confirm that the statement of truth and professional obligations to the inquiry from my main proof still applies.